

FURORE OVER MANX HERRING

Irish boats win licence fight

IRELAND'S trawler licensing system for Irish Sea herring has been withdrawn. The government caved in to fishermen's demands after several days of staged defiance against the licences. Fisheries Minister Brian Lenihan still insists that fishermen will have to observe a total catch quota of up to 1,000 tons in 1977.

Following two hours of talks with Irish fishermen's Organisation leaders last Friday afternoon, Mr. Lenihan announced that fishermen would not have to apply for licences to fish herring in the Irish Sea this season.

'Futile'

Having previously accused the fishermen of indulging in a futile exercise by defying the licensing system, Mr. Lenihan told reporters that he agreed the licences were not workable and could cause friction.

Instead, he would consider alternative proposals put forward by the IFO that herring fishing be restricted to two or three days weekly so that fishermen could return to white fish for the remainder of the week.

Mr. Lenihan also promised to make representations to the British government that no Irish boats be harassed on the UK side of the meridian line. This followed the boarding of a Skerries trawler by the British Navy early last Friday morning.

Skipper Tom Ferguson of Kenure claimed he was a good 20 miles off the Isle of Man when boarded. He was warned that if he was caught again defying the agreement between Ireland, Britain and the Isle of Man, he would be arrested.

Only 24 Irish boats had been licensed to fish. But, in a demonstration of defiance, more than 30 had been fishing for herring and bring-

ing back total nightly catches of between 20 and 30 tons last week.

While the licensing system now lapses, the quotas must be observed and Mr. Lenihan said he was examining monitoring arrangements.

He did not concede that the tripartite agreement in the Irish Sea endangered Ireland's claim for a 50-mile limit. Fishermen alleged that this was just what it had done — and it was making things easy for the EEC.

Evidence

Mr. Lenihan said that, until the final settlement of the EEC's long-term policy on a 50-mile zone, stocks of herring must be protected on the basis of available scientific evidence.

IFO chairman, Joey Murrin, said his organisation had a responsible attitude towards herring conservation.

"Our actions will provide further proof of this in the future," he added.

Fishing was halted over the weekend for conservation reasons and fishermen were meeting again. Their leaders add that they did not want any confrontations. In future, they would request consultations between the Department of Fisheries and the IFO on any future measures.

The IFO said that, if they had been consulted in advance about the herring fishing agreements, a lot of controversy would have been avoided and the issue resolved long ago.

There was dissatisfaction with quotas set by the EEC because they were not conducive to the fulfilment of The Hague agreement. This allows the Irish industry to double its catch over the next three years.



Anthony C taking part in the 1976 Manx herring season. She is from Maryport.

SCOTS ARE GETTING THE LION'S SHARE

AN ENGLISH skipper who has fished the Manx grounds for over 20 years claims that men who endangered the herring stocks are getting the bulk of the licences.

Tom Chilton from Maryport, who fishes with the 80ft. Anthony C, said it was the influx of Scottish mid-water trawlers which caused the problem in the first place.

"Why should 45 per cent of the licences now go to Scotland," he said. "They still have the Minches to fish".

The British government didn't want anything to do with the situation, claimed Skipper Chilton. They turned the decision over to the Manx government.

Although Skipper Chilton's landing licence for the Isle of Man had only just expired, he was not granted a licence for herring. He first started landing in 1940.

"Not having a licence this year means I will not get one next year. I might as well give up."

Pair teams being split

THE WAY licences for the Isle of Man herring fishing have been granted is causing concern at Peterhead.

At least two pair trawling teams are in trouble as only one skipper in each of the partnerships has been given a licence.

This peculiar state of affairs has arisen because

licences have been given only to skippers taking part in the previous Isle of Man seasons.

However, since then some of the herring trawling partnerships have split up and new ones formed.

One skipper in each of the two new partnerships in Peterhead missed out on one of the last two seasons. They were fishing for herring elsewhere and have been

herring specialists almost all their lives.

It is understood that several other Peterhead skippers also failed to get licences because they were not at the Isle of Man in one or other of the last two years, although they had fished there during previous seasons.

Some skippers are worried that the whole system of allocating licences could have even more serious and far reaching consequences in the future.

If licences for fishing in Norwegian waters were to be based on skippers having fished there during the last few years, then some men may be caught up in a vicious circle — being barred from both the Isle of Man and Norway.

This situation would be all the more ridiculous because the only reason for some of these skippers seeking Norway licences is that increasing herring fishing restrictions have forced them on to white fish.

Dual-purpose vessels could be barred from both fisheries because they have been unable to be in two places at once during past seasons.

Port's earnings double

THE value of white fish landings at Peterhead during July this year was almost double the total for July 1976.

The value of the catch was £231,617, compared with £144,723 in July last year, and dues on white fish increased by £24,935 for the month.

Since January harbour revenue for July amounted to £63,738, an increase of £28,882 over July, 1976. For the past five months revenue amounted to £224,936 which represented an increase of £130,609 compared with the corresponding period of the previous year.

The value of white fish landings at Peterhead since January 1 now exceeds £10m. and Peterhead is running neck and neck with Aberdeen for the top spot.

Harbour appeal

AN estimated £100,000 is needed to repair parts of the mediaeval walls at Crail harbour — which are in danger of collapsing.

The Regional Council's Basic Service Committee, who own the harbour, have asked their administration department to look into the cost of organising a National appeal of funds towards the repairs.

Catch drop

THERE has been a significant downward trend in inshore catches from the Irish Sea.

This is revealed in the report (for quarter ended March 31) of the Lancashire and Western Sea Fisheries Committee.

Inshore effort had been the lowest for years and bad weather had been a major problem.

TOP SCOTTISH BOATS TO HANDLE OWN CATCHES



Adelphi.

A POWERFUL group of inshore fishermen at Aberdeen are setting up their own fish selling agency. This action has been stimulated by moves among deepsea trawler owners to get involved in inshore operations.

Skippers of 14 of the top earning seiners, long-liners and trawlers landing at Aberdeen have taken equal shares in the Aberdeen Inshore Fishselling Co. Ltd. Eight more vessels landing at Aberdeen for the half of the year will also be selling their catches through the new agency.

A company spokesman told Fishing News: "This move has been initiated by the fishermen in order to provide an independent service for the industry in Aberdeen, to vessels which are privately owned."

While many of the fishermen involved have had first class service from their previous agents, there has been concern of late that the independent nature of their operation could be jeopardised by the trend of deepsea trawling companies to divert their resources into the inshore sector.

The 14 boats involved are the Kircaldy-registered Adelphi, Golden Fleece, Steadfast, Ocean Triumph, Ocean Sceptre, Ocean Dawn, Forthright, Contender, Arktos and Argonaut IV.

Also the Aberdeen-registered Bickleigh and Tera Nova, Kirkwall-registered Bountiful and the Lerwick-registered Xmas Rose.

The new agency will start up on October 1 and will be involved in ship chandlery and other services to the industry. In the meantime all the boats have severed their connections with Associated Fisheries (Scotland) Ltd. and switched to another agency.

Engine agent branches out

A NEW marine engineering service for East Anglia has been set-up by Hayward Spear & Co. Ltd.

The new firm, for boatyards and boat owners, will be called Suffolk Marine Engineering.

Hayward Spear, which is still UK concessionaires for Wickstrom Marine engines and Sabh agency holders for Norfolk, Suffolk and Essex, intend the business to take other agencies for well known makes and carry stocks of spares, together with marine engine stocks.

...AF court action fails

A COURT petition aimed at preventing James Gordon joining the new agency Aberdeen Inshore Fish Selling Co. Ltd. in October was judged as 'premature' at Edinburgh Court of Session last week.

The action was brought by Associated Fisheries (Scotland) Ltd. against their manager, Mr. Gordon, who resigned on June 28. The court was asked to issue an interim judgement by Mr. W. A. Nimmo Smith for Associated Fisheries.

Mr. Nimmo Smith said that Mr. Gordon was under a five year contract which stipulated that on termination of his employment he could not undertake similar work for three years within a radius of five miles.

If he became manager of the new Aberdeen firm, because of his personal contacts, Mr. Gordon would be in a position to cause financial damage to his employers, pointed out Mr. Nimmo Smith.

While a number of skippers had broken away from Associated Fisheries to set up the new company, Mr. Gordon was in no way connected with the venture yet, said Mr. Donald McFadyen for the defence.

Mr. Gordon's six-months notice to quit would expire on December 31 and he was on holiday in America, but the court was told that there was no contract in existence between him and the new company and neither was he a shareholder or director. It was however contemplated by

Slow down-south

SIR, As a person not so well versed in world politics as the government and our trawler owners, it seems peculiar that we are unable to exploit the rich fishing grounds I am told exist around the South American coast.

To the ordinary people of this country the Falkland Isles offer us an opportunity as a base for part of our distant water fishing fleet. We could outpace freezing, cold-storage

and processing plants linked by carrier vessel to Europe — a golden opportunity.

The issue is now clouded with the current government's wish to give these islands to Argentina — perhaps the only thing stopping them is the lack

of a leftist regime in Argentina at the moment and not the wish of the people they are pledged to protect.

The opportunity could still be there and we find it so hard to understand why none of our leading trawling companies have not seized upon it.

Perhaps the reason is that their ships are only designed to sail north, or do they need a little Japanese management to shake them up?

N. J. BOZMAN.
Maconochie Seafoods Ltd., Hull.

PO: what yardstick?

SIR, Your assertion that the Scottish Fishermen's Organisation, with a turnover of £40 million, is the biggest producers' organisation in Europe (Fishing News, August 19) must be wide of the mark.

The turnover of vessels entered the membership of The Fish Producers' Organisation is not twice that.

Even in terms of volume would you think it right to equate, say, a ton of sardines with a ton of lobsters? The lead of the FPO over the SFO seems substantial.

But perhaps you have some other yardstick (the magnificence of an organisation's office accommodation?). In which case how do you compare the relative sizes of European producers' organisations?

Surely not by the number of skippers or even the number of fishermen for these have more to do with structure and relative efficiency than with size.

NEW ZONE

NORWAY is going ahead with plans for a 200-mile fishery conservation zone around the Arctic archipelago of Spitzbergen, despite protests by Britain, Soviet Union and the United States. This was confirmed in Oslo last week by Foreign Minister, Frydenlund. Other EEC countries are also understood to have made protests.

COMMENT

THE STRAINS and pressures of both company and privately owned boats having to work alongside each other in steadily more confined waters are beginning to show.

As the big trawling firms look to inshore fishing for their future, so inshoremen resent what they see as an intrusion into their domain.

One indication of this has been the decision by a number of top Scottish inshore skippers to move away from a fish selling agency which, they feel, now has affiliations with deepsea trawling interests on Humberside. The forming of the Aberdeen Fishselling Co. Ltd., through which these skippers will sell their own catches, has basically come about because of the takeover by British United Trawlers of Associated Fisheries (Scotland) Ltd. and Caley Fisheries. The inshoremen fear that their interests will go to the back of the queue under this new ownership.

The reaction of the inshore skippers could have hardly been unexpected. For years now any reference to one of these vessels as an 'AF boat' was likely to cause the skipper concerned to have a seizure. They have always jealously guarded their independence.

For AF, the loss is a big one. Many of the boats concerned are among the most efficient catching units in Europe. For the inshoremen, it shows that the minnows have grown up to be big fish in their own right!

WE'RE BANNED FROM OUR 'LOCAL' GROUNDS

FLEETWOOD inshore fishermen say the issuing of herring licences for the Isle of Man has given the Isle of Man Board of Agriculture and Fisheries a stranglehold on the fishery.

It is preventing Fleetwood fishermen fishing herring as an alternative to dwindling white fish.

Jack Andrews, a member of the Fleetwood Inshore Fishermen's Association and an owner who has played a leading part in trying to exploit the herring fishery, said at an association meeting: "We were just beginning to get this herring job off the ground in Fleetwood."

"Now the place is going further and further down; the next thing we are going to have is a licence for plaice."

He said that the Isle of Man steamer service should be stopped by the inshoremen

and that dockers should be asked to stop landing Isle of Man steamers at Liverpool.

He added: "This is the only sort of thing we are going to be able to do to put pressure on."

But the association's chairman, David Rainford, replied: "You are talking about hurting an awful lot of people who have saved all year to go on holiday. You are

talking about an awful lot of heartache."

He said that they knew some conservation measures must be taken, but many of their members had already been refused licences.

"Just where can they work? The foreigners have swept away the white fish and our people won't allow us to earn a living fishing herring."

"About 10 boats have had applications turned down. It is daft. You are getting to a situation where local fishermen cannot work local grounds, which will be worked by foreigners and men from the east coast."

He added that he believed he had made four applications for licences and had been successful in one.

Buchan's flying visit

FISHERMEN were operating a five-unit per night per man quota on the Manx herring grounds this week. This was to spin out the 8,000-ton allocation over six weeks.

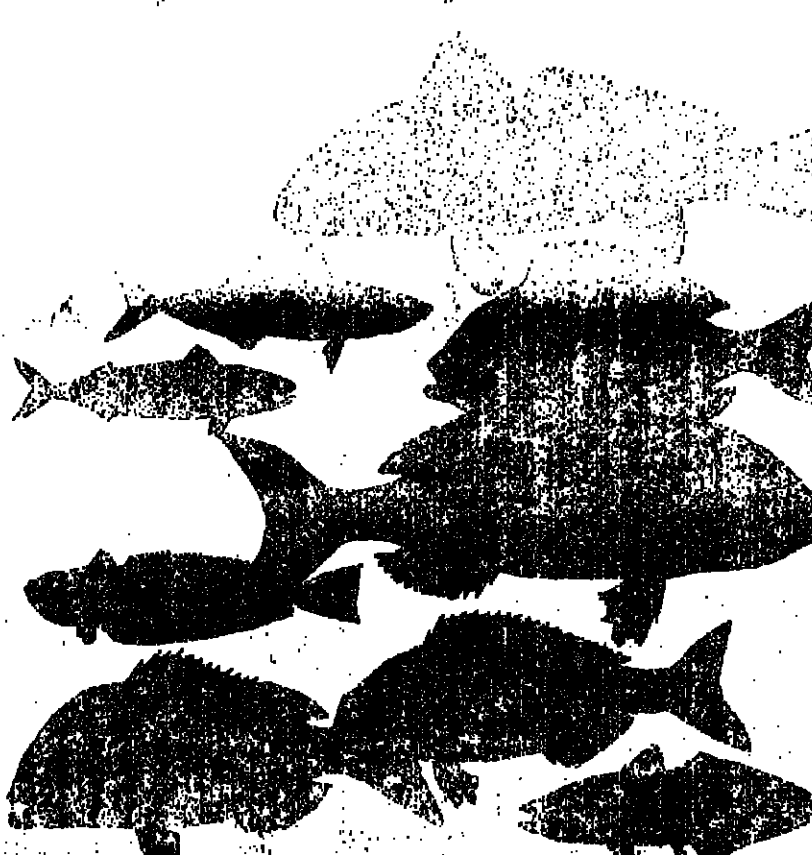
Scottish herring spokesman, Gilbert Buchan of Inverlorchy, flew out to a meeting with Manx government officials last week. He

told Fishing News that, while these were severe restrictions, prices were running at £40-£50 a unit.

"Fishermen just don't believe the scientists' recommendations," said Mr. Buchan. "I think that the allocation of herring could have been put up to 12,000 tons without doing any harm."

While British fishermen were hunkering down to quotas, Mr. Buchan was pessimistic about the results of their efforts. "It is frustrating to be conserving fish while Continental fleets just go unchecked. There is no control from Brussels and the charge of the allocation is in the hands of the Manx government," he said.

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GRIMSBY SETTLES ICE WALK-OUT

GRIMSBY was back in ice when the strike of 35 process workers at the Grimsby Ice Co. late last week was unexpectedly settled on Tuesday afternoon after it had almost brought the Humber-side port to a standstill.

Vessels could not get iced up and ready to leave for sea.

while fish merchants found themselves in difficulty preserving fish to be delivered by road to their customers without ice.

The men walked out on August 18 after demands for immediate talks with the

management over a pay increase were refused.

It is understood that the men sought a bonus payment of £5 each weekly, but the owners stated they could not meet the demand as it broke the Government's 12-monthly guide lines on pay: their last increase being in April.

Although the stoppage was unofficial, a series of formal and informal meetings between the owners, shop stewards and T&GWI officials failed to produce anything acceptable to both sides.

However, just when it seemed that the dispute would run into its second week came a sudden and brief joint statement that a settlement of the wage claim had been reached within the terms of the pay code. It followed lengthy Tuesday meetings among the ice workers and with the trawler owners and administration of the Ice Company. No details were released.

Line production of ice was available late Tuesday and the factory was back to full production on Wednesday.

Only two vessels, a trawler and a seiner, which iced just before the stoppage left

Grimsby during the dispute.

Several owners were arranging to ice at other ports when it ended.

Merchants also tried unsuccessfully to secure supplies from Grimsby's massive complex of frozen food factories and cold stores but these failed because the pen vining season was in full swing.

Some supplies were secured from underhand sources brought in by road. Most merchants were forced to wrap in extra paper and sprinkle crushed dried fish on the cartons.

Limit campaign from the ports

A NATIONAL campaign to save fishing communities around the Irish coast has been launched in Killybegs, County Donegal, the main fishing port in the north-west.

The campaign will separate from the Irish Fishermen's Organisation, which represents the catch side of the industry. Its aim will be to highlight the fact that the demand for a 50-mi limit is not only for fish fishermen, but for coastal communities as their way of life.

Policy

A statement after the meeting said that those attending, representing commercial farming and organisations in addition to deckhands and skippers, had got together as a "spontaneous reaction" to the "totally unacceptable handling" of the EEC fisheries negotiations.

The meeting decided to put on the government for a White Paper setting out future fishing industry policy, said the statement because so far adequate answers had not been given to the fishing community.

"Time is short. We are making a sincere appeal to the nation for an immediate response to protect our industry and our livelihood. It is in the interests of the nation," declared the statement from the meeting.

MP finds new lever for a deal on CFP

THE BRITISH Government should make satisfactory renegotiation of the EEC Common Fisheries Policy a condition for entry of Spain, Portugal and Greece into the Community, says Winnie Ewing, MP for Moray and Nairn.

Mrs. Ewing told a meeting of her constituency association in Elgin on Thursday last week: "The Unionists Government signed it to avoid a dispute which might have upset their pro-European manoeuvres in the House of Commons, but told the fishermen not to worry, because it would never really come into force. Our European partners regard this as simply bad faith."

"Now we are in danger of doing the same again. There are applications for entry from Spain, Portugal and Greece, all of whom have substantial numbers of fishermen. The existing EEC members have been drawing up lists of issues to be negotiated, and I wrote to Dr.

David Owen, the Foreign Secretary, urging that a new deal on fisheries be put on the list.

"If these three countries are allowed to join the EEC without a change over to coastal state preferences and control, then thousands more fishermen will gain the right to fish in our waters," said Mrs. Ewing. "It is no good agreeing to this now, then trying to change it later."

Veto

"David Owen must say plainly that the UK will veto admission of these three applicants unless and until the Common Fisheries Policy is scrapped and replaced by coastal state preference and control."

In proposing this, I am not being hostile to Spain, Portugal or Greece. These countries all have fisheries of their own, which could be invaded by EEC boats. It is in the interest of all fishing nations which still have fish stocks to conserve that we demand action now."

It is a matter of grave regret that the UK Government have not acted sooner. Very shortly the EEC negotiating position will be agreed, and our fishermen will have been sold out again. "United pressure is needed to force the Government to act," pointed out Mrs. Ewing.

One ship at Hull

BUT'S Kingston Pearl (Sk. B. Turner), the only distant water trawler landing at Hull on Monday, made £48,905 for 1,841 kits caught in a 27-day trip to Bear Island.

The vessel's codstuffs averaged £36.63 per 10 at. kt. Boston Deep Sea Fisheries' seiner *Vigborg* (Sk. R. Holmes) also discharging the same day, grossing £4,375 for 193 kits after a 16-day North Sea trip.

Day out for kids

£500 RAISED by members of Hull Trawler Officers' Guild has paid for a sea-side outing for the children of local trawlermen who have died at sea.

The children spent the day at Bridlington. They were each given a gift of £1 on

behalf of the guild by skippers Tony Atkinson and Malcolm Hunter.

The outing was organised by the Royal National Mission for Deep Sea Fishermen, and after lunch at the Lounge Restaurant there was a visit to the Tony Christi Show at Spar Theatre.

BOAT LOAN COURT CASE

WHEN Manx fishing company proprietor William Campbell acquired a new £150,000 herring fishing boat last year, he obtained a £74,320 loan from the Isle of Man Treasury, an island court was told last weekend.

But "Big Bill" Campbell — a farmer who is engaged in the Manx fishing industry also — did not know he was obliged to register the loan as a charge on one of his companies, Kirby Fishing Ltd.

He was warned by the judge in the Manx High Court that he was liable to fines totalling £25,000 for failure to register the loan on the company documents.

Mr. Campbell applied to the court for an extension of time so he could rectify the matter.

It was stated that the loan for the boat, which he named *Patricia Campbell* after his wife, was paid to Mr. Campbell by the Manx Treasury and through the local Board of Agriculture and Fisheries.

The £74,320 loan should have been registered as a charge on the company at the Company Registry within 21 days. But it was not.

Advice

Mr. Campbell admitted in court that he had not obtained professional advice until a short time ago. He was not aware that the charge should be registered, he added.

The judge, Deemster Arthur Luft, pointed out that

failure to register the fishing boat loan could result in a daily fine, which by now would total £25,000.

After hearing that the only directors of Kirby Fishing Co. were Mr. Campbell and his wife, Deemster Luft accused them both of being "foolish" in not seeking advice and in not ascertaining what was involved.

However, the judge accepted that some degree of inadvertence was involved, and he granted the extension of time for the charge to be registered.

POCKET TRAWLER MAN TO RETIRE

THE MAN who introduced the Spinningdale-class steel boats which became highly popular in Scotland retires at the end of this month.

James S. Smith, managing director of shipbuilders John Lewis and Sons, is recognised as a leading authority on fishing vessel building.

He was a prominent member of the committee responsible for formulating the new DoF fishing vessel safety regulations which came into effect in 1975.

Mr. Smith was directly responsible for the highly successful Spinningdale pocket trawler and seiner-trawlers built by Lewis during the last 15 years. More than 40 have been completed for owners in Scotland and elsewhere and he used a standardised prefabricated building technique to speed building time and cut costs.

A native of Portlaoise, Banfshire, Mr. Smith comes from a fishing family. His father, the late Alex (Latin) Smith, was a well known steam drifter skipper.

Mr. Smith joined John Lewis in 1937 as an apprentice in the workshops and rose to become assistant chief draughtsman, chief

draughtsman, engineer manager, general engineering manager, director responsible for shipbuilding and, finally, managing director.

The action has been raised by Joseph Johnston and Sons Ltd., Montrose, against Skipper Davies and interdict had been granted at Forfar Sheriff Court.

Appearing for Messrs

Fleetwood looks to France for fish

FLEETWOOD is trying to attract French trawlers to fill the supplies gap when part of the port's fleet heads south-west for the Cornish mackerel season.

Mark Hamer, general manager of the EFVOA and Jim Cross, J. Marx and Son Ltd, manager at Fleetwood, went to Lorient to discuss the possible landing of

French vessels at Fleetwood while the mackerel fishing was in progress. It is expected to entail at least five of port's stern trawlers working the variety.

Mr. Hamer said: "We are as concerned as anyone that a regular supply of fish can be found for Fleetwood."

"That is why we have been to Lorient. We met with the French and discussed the subject and

are now awaiting developments.

"I am hopeful that it will lead to something."

The Fleetwood Fish Merchants' Association was told by the owners of their French discussions. They have expressed concern over the consequences of the loss of some of the port's leading trawlers' supplies with them moving to mackerel fishing in the south-west.

NO-SALMON BAN ON SKIPPER

A COURT Order which prevents a skipper from breaking salmon fishing laws at sea off the Angus coast has been confirmed at Arbroath Sheriff Court.

Sheriff Stuart Kermack confirmed on August 12 an interim interdict against Skipper Robert M. Davies of Dunbar, East Lothian, which prevents him illegally fishing for salmon by drift netting and other means in waters from the Lunan river to Boddin Point and three-miles seaward.

The action has been raised by Joseph Johnston and Sons Ltd., Montrose, against Skipper Davies and interdict had been granted at Forfar Sheriff Court.

Appearing for Messrs

Johnston, Mr. F. Lefevre, advocate, Aberdeen, said illegal salmon fishing had led to the loss of £14 m. worth of fish in the UK this year.

He said his clients earned their living from salmon fishing and were affected. His clients were asking for interim interdict because of the difficulties in enforcing the salmon fishing laws at sea.

Mr. T. Glen, the solicitor appearing for Skipper Davies, said his client denied all the allegations made against him.

He added: "Bearing in mind the considerable loss which can be caused to coastal salmon fishing, I would be correct in granting an interim interdict."



WYRE CONQUEROR

FLEETWOOD was again hit by a shortage of fish supplies last week — and prices did not reflect the situation.

Haddock, which have been the port's mainstay since the Rockall season started, provided the main supplies but prices remained at recent low levels.

There was only one landing by a large stern trawler. *Lunada*, commanded by Skipper Alex Hay, fished Rockall before returning with 750 kits which sold for £16,737. Included in the catch were more than 650 of haddock.

There was even less satisfaction for the crew of the side trawler *Wyre Conqueror*, commanded by Skipper Bill Spearpoint, which landed 752 kits — which sold for a disappointing £15,065.

But prices for Rockall fish went up later in the week which proved fortunate for the side trawler *Wyre Vanguard* (Skipper Ron Pook) which landed 362 kits Slapp), which made £11,243 for a grossing of £7,113.

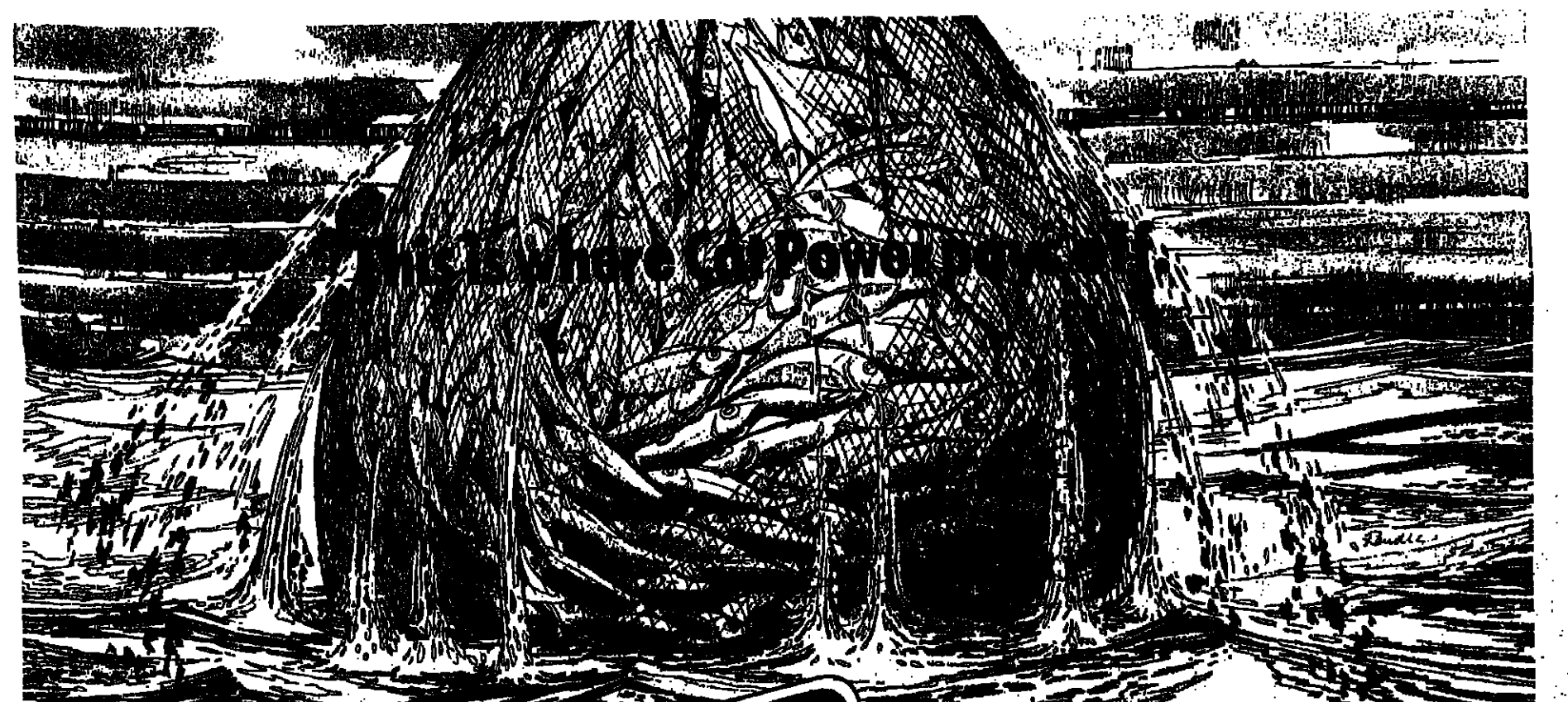
from 529 kits — 450 of haddock.

The highpoint of the week's demand came with the landing of the former Lowestoft trawler *Boston Whirlwind*. Skipper George Woods brought her in from the Scottish grounds with 278 kits — 20 of cod and 250 of haddock — for a grossing of £8,505 this was one of the week's top kit averages.

There was a rare bonus for the seiner *Ann* (Skipper Thomas Kird). She hit a rich seam of plaice in the Irish Sea and also had the good fortune to net a 5ft. sturgeon which sold for £97.

Ann's total of 154 kits, including more than 125 of plaice, sold for an excellent £3,790.

The side trawler *Andrew Wilson* (Skipper Fred Thompson) maintained her consistency with a grossing of £7,834 from 353 kits — 80 of cod, 110 of haddock, 25 of coley and 15 of roker. She was followed by the trawler *Resound* (Skipper Charlie Pook) which landed 362 kits



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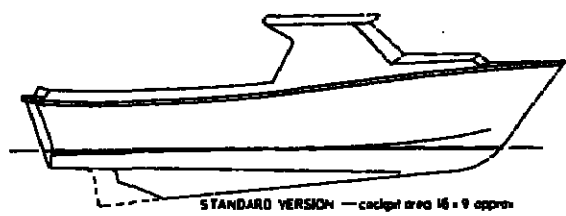
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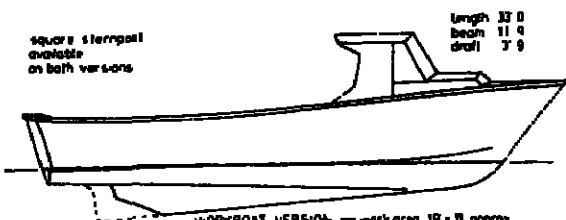
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Two arrests on one patrol SPANIARDS IN LIMIT PAY £24,000

TWO SPANISH skippers had their gear and catch worth a total of nearly £24,000 confiscated when they were convicted at Galway Court on Thursday last week of fishing inside the Irish exclusive limit.

Skipper Adelino Reino Brion of Medusa from La

Corunna, and Skipper Jose Dominguez Alonso of San Antonio from San Sebastian, were arrested by the fishery protection vessel *Ferdia* — a converted stern trawler — in the early hours of the Wednesday morning.

Irish naval officer, Lt. Commander Eoin McNamara, said *Medusa* was discovered 157.7 miles inside the EEC 200-mile limit

and trailing fishing gear. She was boarded and arrested.

While escorting her into Galway, *Ferdia* sighted *San Antonio* at 161.5 miles inside the limit and trailing gear. She was also boarded, arrested and also brought to Galway.

District Justice Keenan Johnson said he was satisfied there was not the slightest doubt that both trawlers were fishing inside the exclusive fishery limits of the State. Each was fined £100 and their gear and catch confiscated.

Both defendants lodged an appeal against the convictions. Skipper Brion was

ordered to lodge security of £13,650, plus the estimated legal costs of the appeal, while Skipper Alonso had to lodge £10,992.

Recognisances were fixed for the appeal and the trawlers ordered to be lodged with the court.

NET FINE

AN ABERDEEN skipper has been fined 20,000 kroner (around £2,000) by a Faroese court.

Skipper Alistair Macdonald of the Wood Group trawler *Burwood* admitted having nets with the income tax mesh on board. On her way to Aberdeen, *Burwood* covered the cost of her trip with a £30,000 catch.

Price drop blow

EAST COAST fishermen are up in arms over lobster prices which have dropped to half of last summer's record figure of 43 a pound.

Now, shellfish fishermen on the Berwickshire and North Northumberland coasts are considering asking for increased rates to cover their costs and the hazards they face.

Peter Hood of St. Abbs said low prices are now making many wonder whether the industry is viable, particularly in view of the fact that gear is so often damaged or destroyed in bad weather.

There is concern about dwindling stocks of lobsters and Berwick MP, Alan Beith, has asked Fisheries Minister of State, Edward Bishop, if any steps can be taken to protect the lobster grounds.

SSAFA (Sk. B. Bowler) returned on Monday after a 12-day trip with a 550-kit catch which earned £12,128.

In third and fourth places were *Talisman Trawlers* two stern fishers *Barnby Queen* and *Bolby Queen*. The former, which landed on the Thursday after 12 days out under Sk. Colin Craig, put ashore 502-kits to gross £11,910. On Monday *Bolby Queen* (Sk. P. Thomas) came

home, also after 12 days, with 476-kits to earn £11,400.

Colne's stern trawler *Patrick* (Sk. Viga Gallidoro) returned on the day with 481-kits after 12 days to earn £11,328.

Small & Co's *Suff Crusader* (Sk. A. Blawie) took sixth place after a day trip when she landed 410 kits on the Wednesday to earn £10,715.

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DEMAND SLACKENS

THE TRADITIONAL August fish price decline was well in evidence at Lowestoft last week.

Although the top two vessels from the Colne Group fleet had catches of over 500-kits, neither managed to make £13,000.

Top place went to *St John* (Sk. J. R. Gallagher) which landed on the Thursday with a 597-kit catch after 12 days. She earned £12,905.

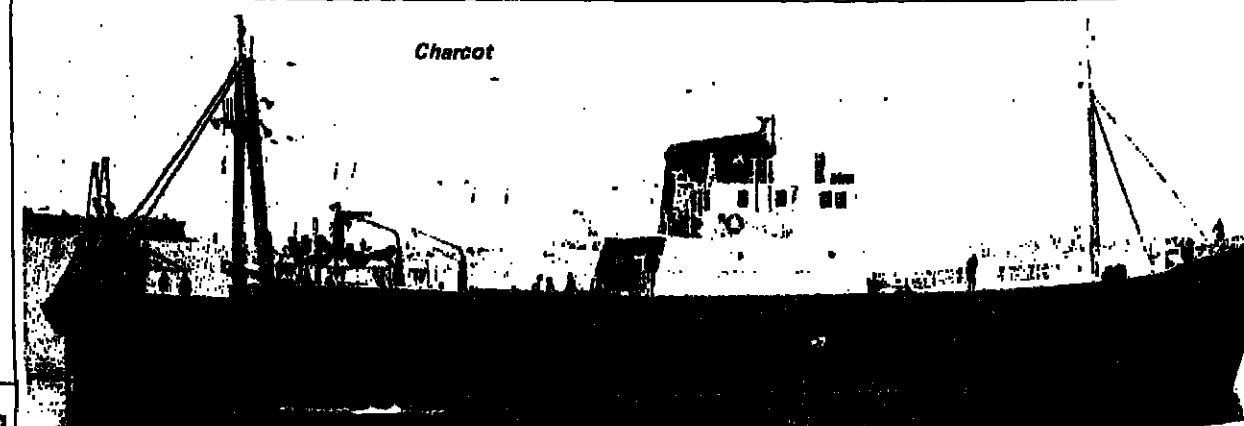
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French are back on top at Grimsby

THE FRENCH stern trawler *Charcot* landed a middle water trip through the Boston agency at Grimsby last week and was in a class of her own. She had an impressive top grossing of £44,853.

Charcot not only out-grossed the local vessels, including all the distant water trawlers, but out-landed them as well. She had a turn out of 2,553 kits, including over 2,200 of beautifully kept cod. With Grimsby almost saturated with cod landings, it really was a very impressive performance.

Earlier this year Boston successfully agented a string of French stern trawlers landing mainly blue ling, which proved most popular, and the firm now hopes this latest success may lead to more French visitors through the rest of the year when locally-caught supplies are likely to fall away badly.

As with the earlier vessels, *Charcot* landed and was heading back to the fishing grounds off west Scotland in side 38 hours. The 180ft. ship was a prototype built to handle fish in containers and is five years old.

Best local effort came from *BUT's Ross Revenge* (Skipper Johnny Meadows). She had £37,984 from 1,376 kits of Bear Island codstuffs and rockfish after a 25-day trip.

Some of the Bear Island codstuffs were rather different in quality and *BUT's Ross Revenge* (Skipper Dave Scott) had 225 kits unsold, while the salters and pet foods manufacturers accounted for another 120 kits. This ruined the biggest local landing of 1,664 kits.

As the week progressed distant water catches slumped. *Ross Khartoum*, *Notts Forest* and *Port Vale* each returned with less than 1,000 kits after long, hard trips and made only moderate grossings.

Back in the middle water fray after a long period out of action with mechanical troubles is *BUT's Ross Cougar* (Skipper Derek Keeley). She hit more cod and chat haddock on the Western Isles and, from 17 days, managed just £12,522 from 674 kits. She was by no means on her own for, with cod and alewife fish especially short in this section, there were a number of disappointments.

Probably the worst befell *Consolidated Fisheries* displaced distant water ship *Blackburn Rovers* (Skipper Dave Shaw), which turned

out 1,229 kits yet grossed only £20,778. Heading the middle water for the umpteenth time was *BUT's Ross Zebra* on £31,341 from 1,135 kits. Very much half this tally was made up of cod, with the balance being chat, haddock, and plaice.

Sister ships, *Ross Lynx* (£26,895 from 1,206 kits) and *Ross Lynx* (£24,631 from 1,182 kits) and *Ross Lynx* (£22,861 from 886 kits) did well to come through with a trying week as well.

Fortunes fluctuated in the North Sea, where the fish is nowhere near as plentiful as it was a year ago. Skipper Anton Bollen of *Ross Lynx* (£20,614 from 1,206 kits) and *Ross Lynx* (£20,614 from 1,206 kits) did well to come through with a trying week as well.

FISH PACKERS' DOLE FIDDLE Cornish co-op 'on fringe of law'

A "CATCH 22" way of working life existed for fish packers at Falmouth.

This was the allegation of one of 21 packers last week when they were fined a total of £2,636.36 in fines, compensation and costs for Social Security fiddles.

Brian Sydney Cave of Falmouth said that packers for Cornwall Fishermen Ltd., who worked on Coast Lines Wharf could not be guaranteed any regular income.

There was no security and the supplementary benefit was the only income the men could be sure of.

Many had asked to be taken on by CFL on a full-time basis, but this was not viable for the industry. Fish-packing was labour intensive and workers were brought in at short notice.

Cave described work on the wharfe as a "Catch 22" situation and claimed that CFL was operating on the "very fringe of the law." He alleged the co-operative was not stamping National Insurance cards and was not deducting income tax.

He appealed to the Department of Employment to work out with CFL some form of regular employment before the start of the next mackerel season.

Another defendant, Robert Joseph Pellow, of Penryn, alleged that the manager had put temptation in front of packers by offering work on a "first come, first served" basis to unemployed men. "I should have thought he should have been in this court, as well," said Pellow. "He puts temptation in front of us and he gets away Scot free."

All the 21 packers, who handled catches last winter, admitted charges of false

representations to the Department of Employment and the Department of Health and Social Security to obtain unemployment and supplementary benefits to which they were not entitled. Mrs. Roma Hoon, prosecuting, said that the manager of the co-operative was so afraid of reprisals from the packers that he had refused to co-operate with Social Security investigators.

Only when the company was told that if they did not co-operate they would be summoned, was evidence made available.

"The manager knew that if he gave information against so many employees they might get back at him," said Mrs. Hoon.

Most of the packers were fined £15 on several charges and ordered to compensate the department.

THE Highlands and Islands Development Board, which this month start 12 school leavers on a year-long training course in fish farming, is to help fund an exchange scholarship with Japan.

Ryo Sasaki, a 28 year old graduate of Tokyo University of Fisheries, will come to Scotland on a 12-month study period beginning next month.

Mr. Sasaki will undertake a research programme into specific areas of oyster, scallop and abalone culture.

Dr. Ronald F. Ventilla, shellfish research officer with the White Fish Authority at Ardtoe, Ardnamurchan, will go to Japan for 18 months, shellfish research — including a language course — in Japan.

Rear Admiral David Dunbar-Nasmith, deputy chairman of the board and

Billingsgate

THE HOLIDAYS have hit Billingsgate. With perhaps 20 per cent of Londoners away from the capital, the demand for fish is diminished.

In the old days it was not so bad; the Londoners went to Southend and their fish followed them. The distribution costs were a little higher and transportation had to be arranged, but the demand was still there.

These days — with half the holidaymakers heading for the sun of the Costa Brava and the rest fighting their way round Exeter By-Pass to the furthest reaches of the Westcountry — Billingsgate is not in a position to re-direct the supplies.

The return traffic of tourists into London does generate some trade, but the demand here is for the more expensive varieties. Salmon, soles and lobsters seem to occupy the fish sections of most hotel and restaurant menus.

Billingsgate has another problem with holidays. With so many firms depending on the expertise of one man, how can he ever get away? It used not to matter. Senior staff seemed to be wedded to the job and a six or even seven day week or a 360-day year was not unusual.

Not now. The salesmen, or more probably their wives, want holiday periods like everyone else. If their speciality has a seasonal nature it is not so bad — salmon salesmen go on holiday in late September and those that can afford it may head for the Virgin Isles in the first month of January; but what of the rest?

One answer which seems to be increasingly adopted is that of amalgamation with two one-man firms joining together for their mutual benefit. A necessary ingredient being the equality of status of the two partners. Such a system has the added advantage of providing for unforeseen absence. In the past, sickness of the principal has been known to cripple a firm.

A recent example of the value of partnership has been in the firm of Smithers and Skinner Ltd. where, not long after joining-up, Michael Skinner had an illness that kept him away from the market for some months and then John Smithers fell and badly fractured his ankle while playing with his children on Jubilee Day — an injury that has prevented him working until this week.

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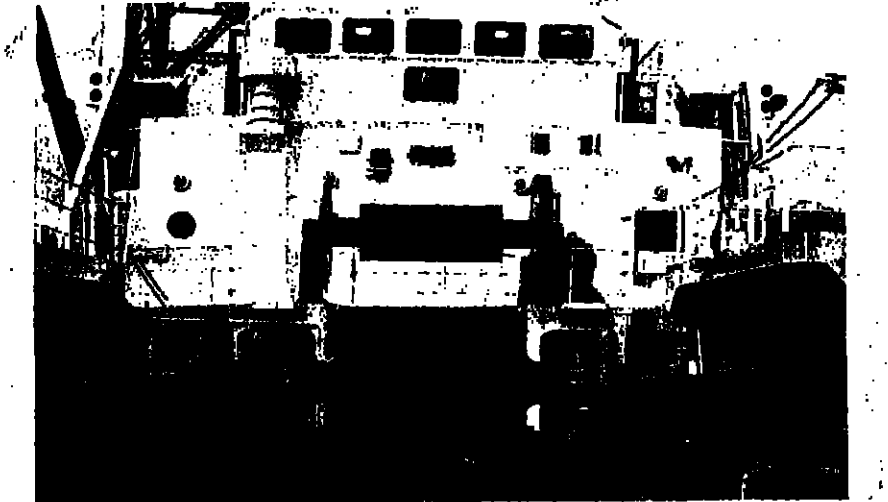
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Prototype 'Jake' built using mouldless GRP em

FAST 'CAT' TO HAUL 600 POTS



Above left: *Jake's* skipper-owner Tom Epps (left) with her designer, Jack Hake, after the trials. The designer went out on trips from Islay with the catamaran *Goodwill* and he will be crewing for two weeks aboard *Jake* next month.

Above: launch time for the 38 ft. 6 in. long *Jake*. She has deep keels and a one-ton load drops her only 1.5 in. in the water.

Right: *Jake* before the pulpit rail was fitted. Access to the hulls is through hatches on the foredeck and large engine covers on deck. Her 500-mile delivery trip under Skipper Ken Stride of Mudeford took only 62 hours despite severe weather.

when prices are high. Catches are sent to Billingsgate, but they are also flown to France aboard chartered light aircraft.

There is no exterior woodwork to maintain and each winter *Jake* will be taken out of the water and her engines removed. Once *Goodwill* broke loose from her moorings and she had to be salvaged from an 18 ft. high rock ledge. Even though her bows were torn apart and she had other extensive damage, she was back at sea in four days despite primitive repair facilities.

Egerton hopes to supply a sister to *Jake* built with C-Flex and then a mould will be

made to produce GRP hulls for the home and export market. A moulding could be made every eight days and they will stack four-high to cut transport costs.

Jake would have cost some £90,000 to build without using C-Flex, as the very expensive mould would have been needed first. Egerton can take orders for one-off cats up to 60 ft. long in C-Flex.

There is one main reason why catamarans have not been popular for commercial fishing, said Skipper Epps. They have been converted pleasure boats and not purpose-built workboats.

"You have never been able to buy a catamaran like this anywhere," he said.

THE 20-KNOTS plus GRP-hulled catamaran *Jake* sailed from the English south coast to her Scottish west coast base on the island of Islay last week and started lobster fishing on Sunday under skipper-owner Tom Epps. Commercial fishing catamarans which have gone into service have usually been modified pleasure boats. *Jake* is a purpose-built workboat — the prototype of a planned series being offered at the very competitive price of around £30,000.

The 38 ft. 6 in. long catamaran has a clear deck 25 ft. 9 in. x 13 ft. 8 in. and will be able to carry 300 pots aboard — half the number she will be fishing daily. She will be working with another cat Tom Epps has owned for the past four years, the 30 ft. x 14 ft. *Goodwill*.

Tom Epps told *Fishing News* that catamarans have a number of advantages when potting.

They stop quickly when the power is knocked off, so there is less manoeuvring up to the pots. They are very stable and this helps when leaning over the bulwarks to pick up gear. Deck space is enormous, allowing the maximum number of pots to be switched to new grounds quickly. They are extremely manoeuvrable and, having less draft, they can be worked closer inshore. The second engine gives a safety bonus.

near Southampton, under the supervision of Neil Cozens, but the firm Egerton (GRP) Marine of Sherborne, Dorset, will be marketing the cats under the name of Cathauler.

The one-piece hull has been built using the mouldless American C-Flex system. A wooden framework is made up and C-Flex, which comes in flexible strips 1 ft. wide and up to 200 ft. long, is laid over the wood frames and stapled into position.

The strength of the boat lies in the glassfibre and not the wooden framework.

Strips of C-Flex run the length of the boat and are butted against each other and then overlapped with woven roving and chopped strand mat. The thickness of the hull is built up to around 9/16 in. to 1 in. thick.

Jake took four men 12 weeks to complete from the design stage and her strength comes from 2 ft. deep x 8 in. wide beams forming a square around the boat. The deck is watertight and so there is no need for bulkheads inside the twin hulls.

Jake will be working close to rocks and her hulls will flex if they come into contact. A bulkhead would form a hard spot and so could lead to damage.

The square is foam filled and the keels are solid, to ensure there are no leak problems when steelwork is fitted.

The 4 in. plywood deck is supported by 3 in. x 2 in. frames at 18 in. centres. This is then given an 8 oz. layer of glassfibre and a non-slip finish of Flintag, a Cement Marketing Board product.

Rails are fitted around the cat's bulwarks, except on the fishing side, and this should make her very safe to work aboard. The James N. Miller hydraulic pot hauler is mounted forward, alongside the wheelhouse, and the bulwark has been extended to form a potting table. This allows three or four pots to be worked on as hauling continues.

Skipper Epps is full of praise for the hauler. They are semi-automatic, he said, and never break down. He has used Miller haulers on his other cat and a wooden 40-

footer the Miller for him was the best. Pots are easy to pass easily through the grooves. This for this new cat he needs the *Jake's* forward is made of the through hulls foredeck. The offer both catch wheelhouses production for

A sliding window is fitted to the wheelhouse on the hauling side and the forward window is front-opening. More single-lever controls and a Kelvin Hughes echo sounder are fitted in the wheelhouse. She may be fitted with Decca Navigator at a later date, but Skipper Epps said he mainly uses landmarks to locate pots.

He often works very close inshore under steep cliffs and, he says, even in fog there are so many pots out that it is difficult not to locate strings.

The cat's high fuel consumption at speed will not hit the owner's pocket too hard, as fishing grounds start within minutes of her private moorings.

She will work up to about eight miles offshore and complete a round trip of up to 60 miles a day. There is more time for hauling the pots because of the reduced distance to the grounds.

Her pots are made up on Islay and much of the bait is caught locally by small boat fishermen. Pot losses can be very heavy in the area due to Atlantic swells — up to 500 a year.

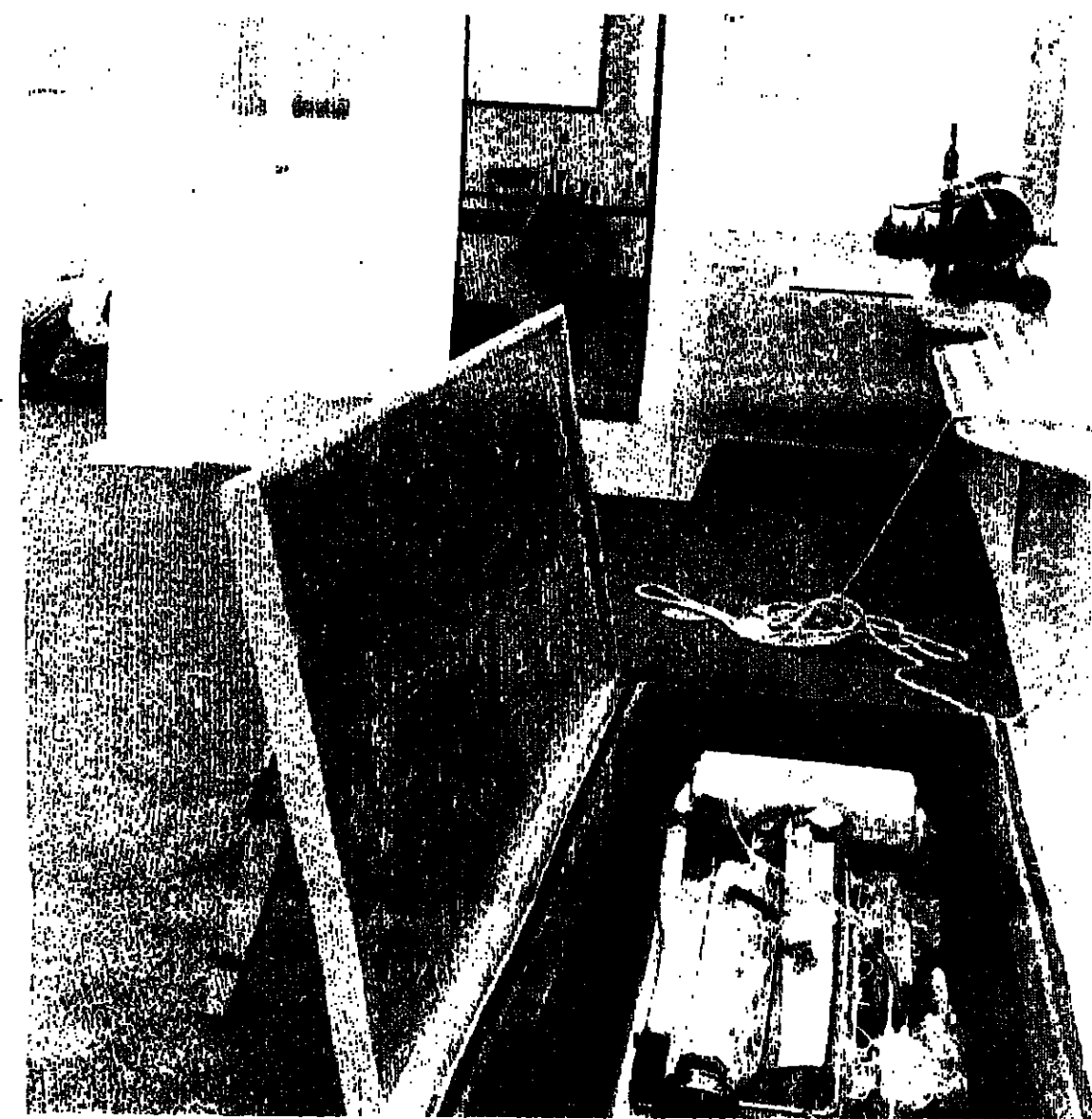
Experience has led to the money until I kept the haulers in ponds," Skipper Epps told *Fishing News*.

The Islay season is from April to October and, instead of selling at summer prices, Skipper Epps has built ponds and so can market lobsters

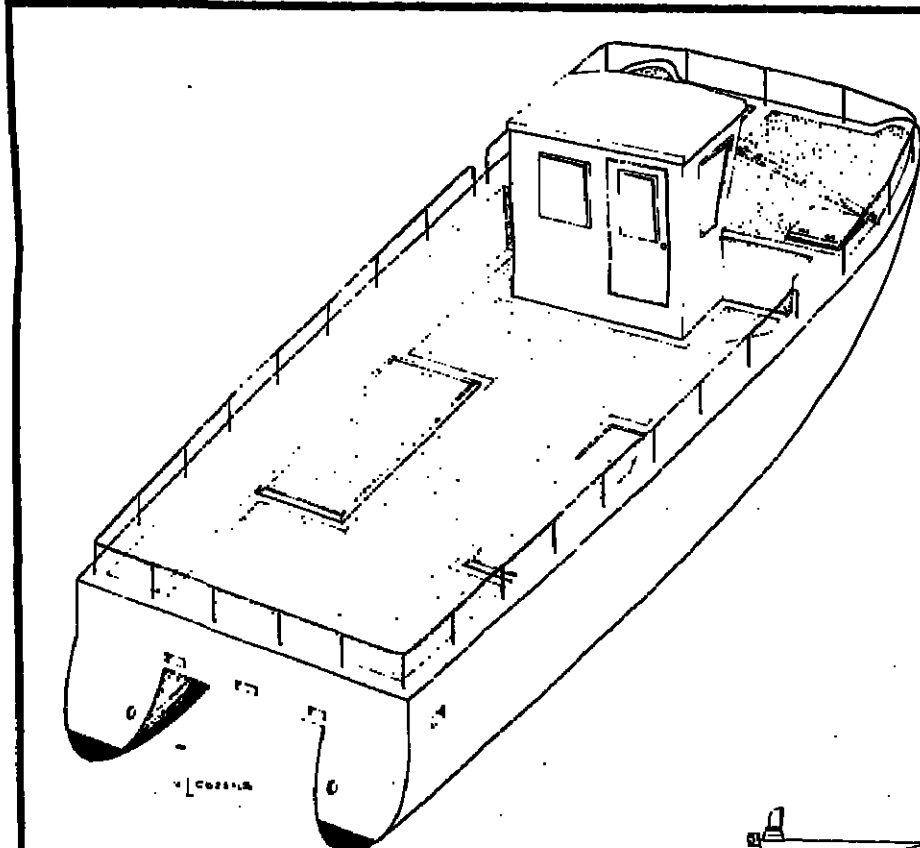
"I never really made any money until I kept the haulers in ponds," Skipper Epps told *Fishing News*.

The Islay season is from April to October and, instead of selling at summer prices, Skipper Epps has built ponds and so can market lobsters

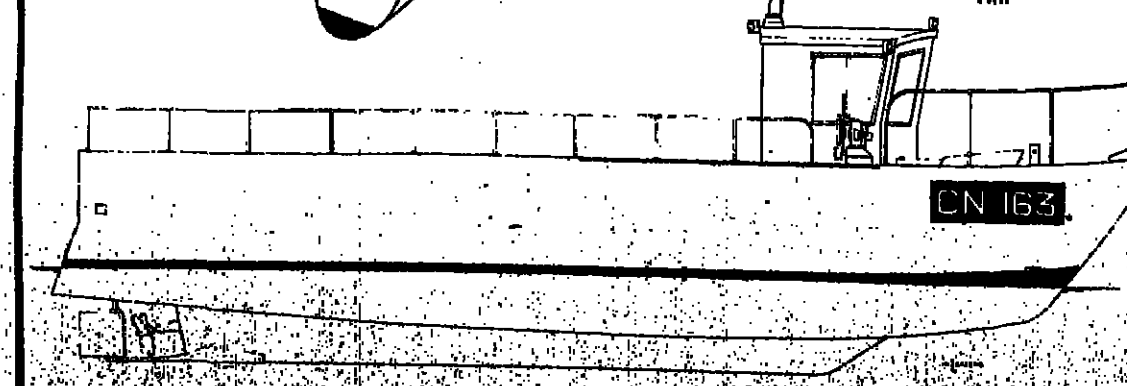
The skipper has low so that the which can be



Jake has an enormous deck area which makes her ideal for potting. The engine covers are large and the potting table is an extension of the bulwark.



Below: profile of the potter *Jake* showing her deep keel. She will be able to carry around 300 pots aboard and has a draught of 3 ft. 1 in.



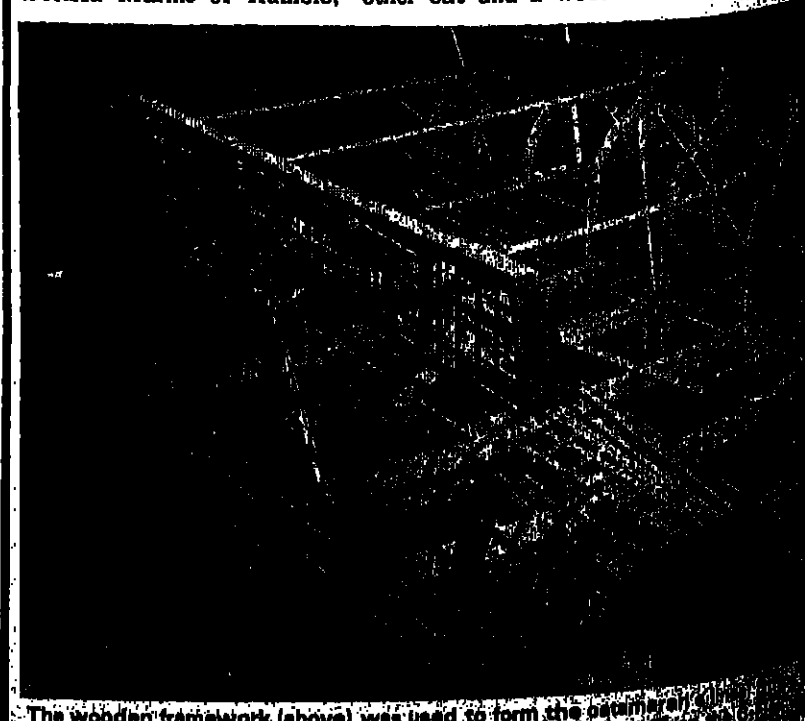
Head seas

Jake is to work from Loch Gruinart and will be fishing in heavy Atlantic seas. The main fault with cats, said the skipper, is that they can handle badly in heavy head seas.

However, with *Jake* being powered by twin Ford Mermaid type 596, diesels developing a total of 240 bhp at 2,500 rpm, there is power to lift the cat's head. "She will be all right in a head sea," said Skipper Epps after her initial trials.

Jake was designed by Jack Hake who also built *Goodwill*. She was completed by Drolsea Marine of Hamble,

praise for the hauler. They are semi-automatic, he said, and never break down. He has used Miller haulers on his other cat and a wooden 40-



The wooden framework (above) was used to form the shape of GRP planking was laid on and stapled (right) into position.

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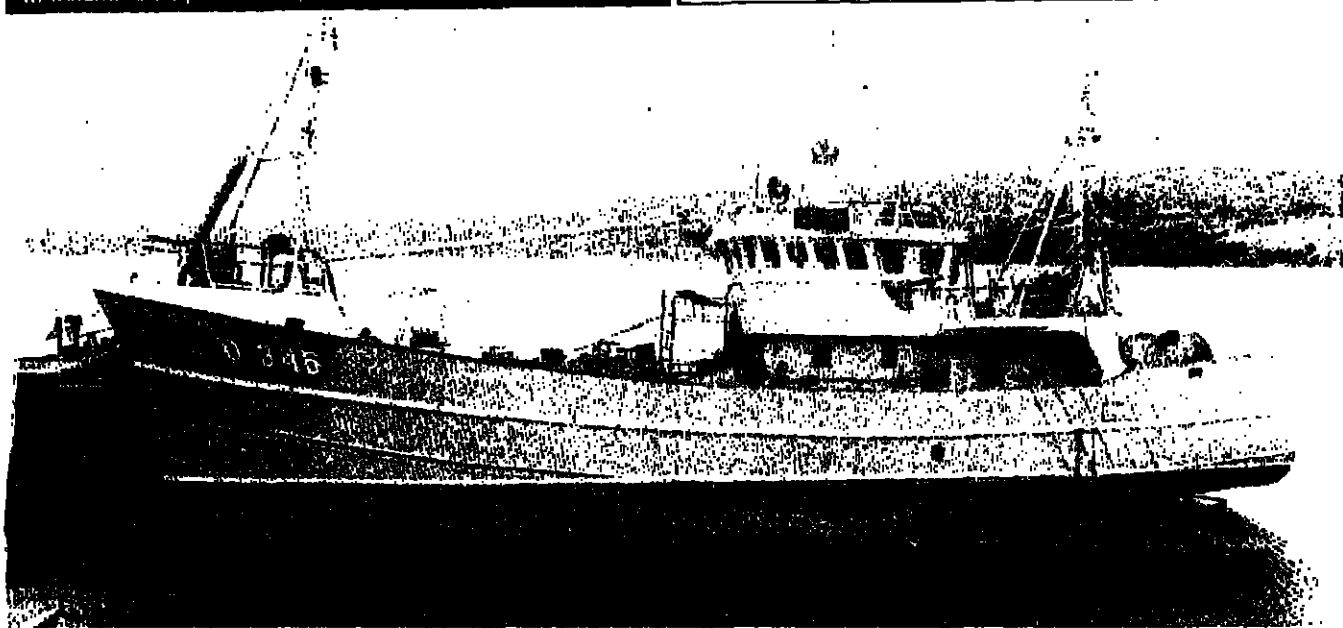
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Steel 90-footer

BIM's boatyard in Killybegs has been fitting out two 90 ft. steel-hulled transom stern trawlers built in Holland by K. Hakvoort. *Salva Regina*, pictured below, and *Pacelli* are for skippers Noel Wilde and Stephen Atley, both of Skerries, Co. Dublin. Both have chilled holds and are the first new vessels in Ireland to be powered by Stork Werkspoor diesel engines.



Ways to catch a crawfish

"WE HAVE HEARD of one or two big crayfish being caught off Skye recently."

"Please send any information about these shellfish and how to catch them."

It would be more accurate to say that the crustaceans caught were crayfish.

A crayfish is a fresh water crustacean found in streams inland which weighs up to about 85 grams and is known in France as an ecrevisse.

It is the crayfish which is found at sea; a crustacean which can weigh up to two or three kilos (French is langouste).

Also found at sea off the west coast of Scotland, of course, is the Norway lobster (*Nephrops norvegicus*) which is known in France as langoustine.

Crawfish, which do not have claws, are captured in commercial quantities in the Scilly Islands, off the Cornish coast, west of a line joining Radstow and the Lizard Head, off the Welsh coast and to a lesser extent, off the west coast of Scotland.

They are taken between May and November in pots, tangle nets and by divers, greatest catches usually being in September.

Value of landings in Cornwall each year is about half way between that for lobsters and crabs.

Pots are not laid specifically for capturing crawfish; they are laid primarily for catching lobsters and/or crabs, crawfish being a welcome by-catch.

Neither are tangle nets set specially for them; they are set primarily for tangling rays, skates, turbot, monk and other large fish and for this reason are often known as ray nets.

If you are not a skilled diver, you could either lay

pots or set ray nets in hope of catching a crawfish or two. The methods suiting you will depend on the size of your boat and what equipment is installed in her.

If there is plenty of space for carrying pots and the boat is equipped with some means of hauling the pots mechanically, it would make sense to use them. If your boat is not so large but equipped with a net hauler, it would obviously be best to use ray nets.

One of the reasons, I believe, why more crawfish are not caught in Scottish waters is that the primary quarry of most shellfishermen is the lobster.

They therefore use creels with comparatively small entrances made of small mesh netting. Not only are such entrances too small for grown crawfish to pass through but they are likely to be avoided as they present risk of entanglement.

If you decide to use pots, therefore, it might be best to use Cornish inkwell pots made of wicker and/or wire, wood-slatted French barrel pots or Kavel plastic pots with large diameter top entrances.

Cornish inkwell pots and maybe French barrel pots are obtainable from Cosalt Ltd., Harbour Road, Newlyn, Cornwall, and so are all lines, floats, anchors etc. needed to work them.

The Kavel pot, which is a plastic version of the French barrel pot, is — as I know — only obtainable from A. & L. Guillonard, 15 Boulevard des Martyrs, Nantais de la Resistance, 44 Nantes, France.

It is six-sided and has a funnel-shaped entrance made of smooth polythene which is 10in. (254mm) wide at the top.

It will withstand a great deal of rough treatment and another advantage is that it allows lobsters of 7in. (178mm) long or less to escape through spaces between slats.

Pots to capture crawfish are set either singly or in strings on, or close to, rock bottom in depths of 30 fathoms. Divers take them in depths to 20m.

If you prefer to work ray nets, you can get suitable ones from Bridport-Gundry Ltd., Bridport, Dorset, or any of the company's branches.

These nets are about 120 yards (110 metres) long set in by the half to fish 80yd (73m). Made of very strong synthetic twine mesh size 1/2

NET DEPOT SET-UP

THE Norwegian firm seines and trawls. Norsenet has opened a depot in Fraserburgh to repair its purse

A big stock of spares including sheets of purse netting, ropes and twines is

carried. Later, a repair service will also be offered for other makes of net.

Manager of the new depot is former fisherman, James McHattie, of Inverloch. He has been Scottish representative for Norsenet for about a year, working through the firm's UK agent Morep Ltd., of Halifax, Yorkshire.

Two of Scotland's newest purse seines have three Norsenet purse seines each. These are the 85 ft. *Brenline*, completed in June by J. and G. Forbes in Fraserburgh for Skipper Alexander Masson,

and her sister-ship *Corona*. She is at Fraserburgh and soon be going into service under her skipper, Dick Alexander.

A massive Norway mackerel purse seine has been ordered for Skipper Slaton's 148 ft. *Ymer* *Mari*.

At the close of the Caldy show at Hull in June, one were placed by deep-sea trawler owners J. Mann & Sons Ltd. of Hull for new single-boat pelagic trawls, changing the bags these will be used for mackerel and whiting.

Fish farm plan

A PLANNING application has been lodged with Stirling District Council for approval of a fish farm development at Portnellan, Crianlarich.

Sponsors are Robert Rae Cook, who was formerly in the hotel trade in Stirling, and Mike Beales. They propose a tank unit to grow rainbow trout to 8 oz weight for the fish and catering trades.

John Burgess' Log



Site and fit a sounder

"I WANT to install one of those G 500 F/2 echo sounders made by Elliott Instruments in my boat but there is no electronics engineer on this island to do the job."

"Do you think I could fit it myself? If so, could you tell me what the work would involve?"

"If you can haul your boat out on blocks so that you can bore holes to fit the transducer, you would have little difficulty in installing the equipment properly yourself."

Clear and comprehensive instructions for doing so will be supplied with the transducer.

Briefly, procedure for doing so is as follows. When the boat is out of the water in a position for fitting the transducer somewhere near the keel, you will have to decide precisely where you are going to site it.

This is a vitally important decision, one on which efficient operation of the equipment largely depends.

The site recommended is between one half and one third of a boat's length from the stern, close to the keel but sufficiently off the centre line to ensure that transmissions are not partially screened by it.

It should also be where the face of the transducer won't touch the ground when the boat is lying on her side.

Having selected the position, you will have to check that when the transducer has been sited in a fairing block and fitted to the hull, its face will be horizontal when the boat is in an upright position.

A fairing block is necessary to avoid the possibility of the transducer being damaged by submerged objects and to ensure a smooth flow of water across its face.

Drawings of a suitable shaped block may be included with instructions for installation and making one should not be difficult.

Boring two holes through a plank and fitting the transducer in its block to the hull which follows is straightforward.

So is leading transducer cables to the wheelhouse or wherever you are going to install the amplifier/recorder.

Siting the amplifier/recorder in the best position is, on the other hand, not so simple and needs thought.

A good position is where cables from transducer and batteries can be easily led to the amplifier/recorder and an earthing wire be led from it.

The amplifier/recorder should be opened easily for replacement of paper rolls and placed so that drips from wheelhouse windows or spray blowing through them will not fall onto it.

It must not shake constantly from vibration and the helmsman must be able to see the recorder paper.

Having selected a position suiting these requirements, fitting the instrument should not be difficult.

Connecting cables from transducer and battery should not be difficult either, if you are fairly nimble-fingered and follow instructions step by step.

The mistake often made is to connect leads from the battery to the wrong terminals in the amplifier/recorder. If this is done the instruments will not function at all. Positive must be connected to positive and negative to negative.

There are two main points to remember when putting the boat back in the water after installing the sounder.

You can coat exposed parts of the metal casing round the transducer face with anti-fouling paint and also the fairing round it, but not a drop must be applied to the face itself otherwise sensitivity of the instrument may be seriously impaired.

The transducer face should be perfectly clean and the from oil or grease when the boat is launched, otherwise it will echo responses may be poor.

Cleanliness is best ensured by wiping over the face with a rag soaked in detergent that intimate wetting with the water is obtained.

What about this itch...

"FOR THE SECOND season running I have contracted Dogger Bank Itch on the forearms."

"I attended a skin clinic near here but they said I had never heard of it."

"Can you tell me what causes it and how it can be cured?"

Dogger Bank Itch is caused by exposure to a seaweed called coralline which grows in shallow water. It is most likely to affect those coming into contact with it when bank fishing — as net fishermen on the Dog Bank, for instance. But it may be encountered in waters round the British Isles.

ointments approved for treatment are acyclovir and hydrocortisone cream. Antihistamine tablets, to be taken orally, are often prescribed as well.

'Staple' key to cordage

"WE KNOW how monofilament, twisted monofilament and multifilament lines are constructed but are mystified about the way in which staple spun lines are made."

"Could you enlighten us on the way in which staple spun cordage is made?"

Staple spun cordage is made from filaments which have been chopped into short lengths (staples) about the size of a staple or of the vegetable fibre from which they are made.

Then the staples are spun into yarns before being twisted into strands and finally into lines of one size or another.

Staples, whether of vegetable or synthetic origin, are usually twisted into strands by hand or by machine.

Then the strands are twisted together to form the final line. The twisting is done by hand or by machine.

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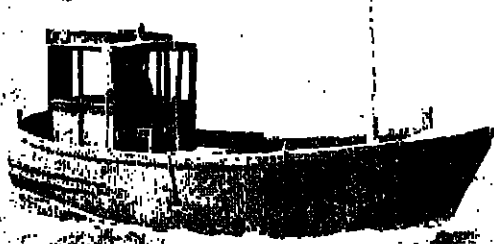
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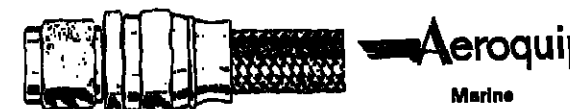
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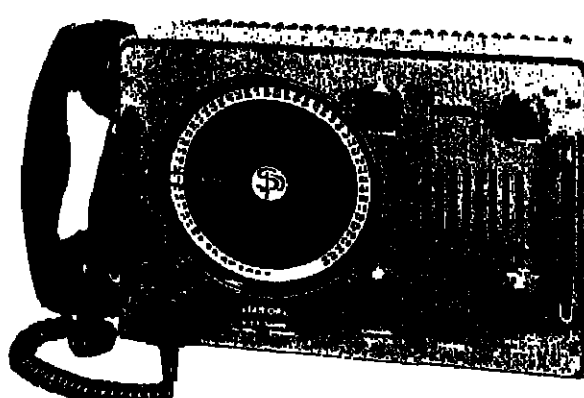
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